

A Comprehensive Plan should never be considered a finished product, but rather a sophisticated guide for growth and development within a City. Goals and policies are meaningless unless there is consensus on, and commitment to, the methods used to achieve them. The purpose of this chapter is to provide recommendations for implementing the 2006 Bryan Comprehensive Plan.

From the beginning of the planning process, the focus of this document has been its implementation. The quality of life perceived by Bryan residents and visitors will be substantially influenced by the manner in which the Comprehensive Plan is maintained and implemented. A major component of administering the Plan is the discipline required to consistently refer to the Plan in all matters related to the physical development of the City. This requires commitment to the implementation of the Plan at all governmental levels.

There are many ways to implement the Comprehensive Plan. Some cities use a reactive approach while others utilize a more proactive approach. The city should take a proactive, yet realistic, approach utilizing the following tools customized specifically for the City of Bryan:

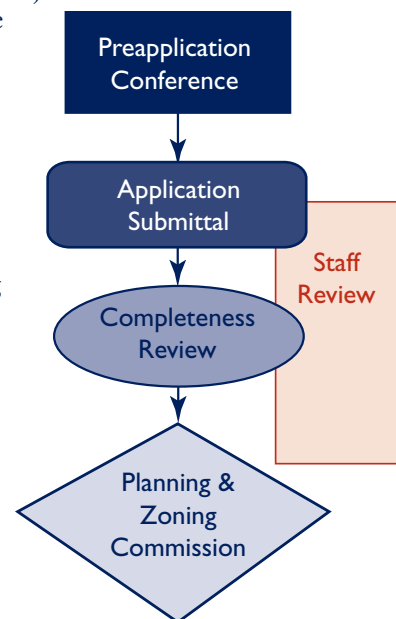
- Implementation Action Guide & Implementation Team
- Development Code Review
- City Initiated Rezonings
- Capital Improvement Program
- Economic Development
- Communication and Accountability

12.1 Implementation Action Guide and Implementation Team

The consulting team's goal was to develop a user-friendly guide to the implementation of Bryan's Comprehensive Plan. For every goal and objective, specific action statements were formulated. A list was prepared with specific action statements that should be accomplished in order to achieve specific objectives. A total of 146 tasks were identified as being necessary to implement the Comprehensive Plan. Upon closer examination of the action statements, common and recurring themes were identified.

The action statements were then grouped into 35 programs that were ranked by the Comprehensive Plan Advisory Committee (CPAC) and the citizens of Bryan during the Community Open House meetings. The categories ranged from maintaining existing levels of service to new programs for facilities and services. Of the 35 programs, four were identified as core services which are critical to the basic operations of the City and therefore were not ranked. These are as follows:

- Maintain the same or a higher level of municipal services as Bryan citizens receive today.
- Keep the Comprehensive Plan current.
- Keep development-related codes current and aligned with the recommendations of the Comprehensive Plan.
- Immediately amend development-related codes to implement the recommendations of the Comprehensive Plan.



The following "Implementation Action Guide" includes all 35 programs with the associated rankings. Each action statement is assigned to a specific department of the City.

Since the Plan encompasses many issues that cross over departmental boundaries, it is important to establish a key implementation team, consisting of representative from each city department. The teams should conduct periodic meetings to discuss the progress made toward implementation, coordinate joint efforts and ultimately prepare an annual implementation report to the City Council.

12.2 Development Code Review

It is critical that the City of Bryan's development standards reflect the community's values and further the implementation of the goals of the Comprehensive Plan. The Comprehensive Plan provides general direction and policies for the physical development of the City. However, it is only through the adoption of development codes and ordinances crafted to fulfill these policies that a city truly begins to see its vision unfold. Development codes set forth the rules by which minimum standards are incorporated into new development including redevelopment of existing properties. In an effort to quickly reflect the new policies of the Comprehensive Plan, immediate steps should be taken to draft and adopt the necessary ordinance changes. As part of the Comprehensive Plan update, the following development-related codes and construction guidelines were reviewed to ensure that they are effective tools for implementing the Plan:

- Zoning Ordinance
- Site Development Review Ordinance
- Subdivision Regulations
- Drainage Ordinance
- Water/Wastewater Design Guidelines & Connection Ordinance
- Street Design Guidelines
- Sign Ordinance

Basis of Observations

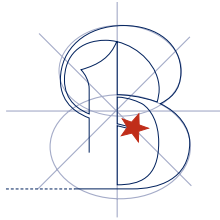
This analysis is based largely on the consultant team's independent review of the current development-related regulations and staff comments received during the course of the Plan update. The approach used in the review is to read existing provisions literally. In short, the technical review focuses on what existing provisions actually "say," not on how they have been interpreted or applied over time. While this approach may result in occasional misinterpretations of regulatory intent, such miscues themselves provide insight into provisions and the need to reevaluate them.

It is important to note that criticisms of existing regulations are in no way intended to reflect poorly on the drafters of previous regulations or upon public officials and staff charged with administering them. The problems highlighted here are common, particularly among older ordinances.

Evaluation Criteria

The evaluation criteria utilized for this review are twofold. First and foremost, the intent of this review is to identify necessary changes in the City's development-related codes and ordinances to facilitate Plan implementation. Throughout the review, deficiencies in the existing codes were noted and opportunities for improvement identified.

Secondly, during the Comprehensive Plan update process, the public, members of the CPAC and members of the development community commented on the need to remove any unreasonable impediments to development and redevelopment in Bryan. One opportunity to accomplish that goal is to have development regulations that are easy to interpret, administer and enforce. Vague, conflicting and cumbersome ordinances can pose an obstacle to achieving established community objectives. The final product must be legally sufficient, especially



with regard to possible issues where federal and state case law and statutes have established new requirements. Toward this end, in evaluating the substance and structure of Bryan's existing regulations, the focus was on specific document improvements including organization, format and ease of use, as well as development review processes and procedures.

Document Improvements

Overall, Bryan's current development regulations, especially with respect to the Zoning Ordinance and Subdivision Regulations, are reasonable and similar to many older codes in Texas. In order to make the requirements clearer and to emphasize those portions of the code that are used most often, the organization of the material should be improved.

Because there are development requirements located in multiple documents, one of the most difficult tasks during this review was compiling all of the regulations. For example, the regulations for developing in any particular zoning district are spread out through the Zoning, Land and Site Development Review and Sign Ordinances. Depending on the zoning district and the type of land use, a developer or citizen has to consult several documents to find all of the requirements. We recommend that all development-related codes be consolidated into one document or, at a minimum, incorporated into one publication, e.g. a binder, with a table of contents and index to aid in cross-referencing. Regardless of how the information is compiled, the way it is presented can substantially improve the ability of average users to find the information they need.

In terms of organization, the City of Bryan has taken the first step toward clear, user-friendly development regulations by compiling all engineering design criteria in one document, the Bryan/College Station Unified Design Guidelines. A major benefit to this approach is that the technical construction details are separate from the ordinance and can be updated by City staff administratively. In addition, if a variance is requested to a specific standard, the request can be considered administratively by City staff or a technical committee as opposed to an appointed Board or Commission.

The following "cosmetic" changes to Bryan's development regulations are recommended:

Table of Contents and Index

Development regulations should contain a clear table of contents and an index. The hierarchy of the ordinance should be self-explanatory to the casual or one-time user. A detailed index can also be extremely useful to both the general public and the staff. The index must be thoroughly reviewed in order to ensure that the user is directed to the most important use of a particular word or phrase.

Page Layout

Current word-processing programs give cities the ability to publish in-house ordinances that look as though they were professionally typeset. In-house preparations also allow for easier and more frequent amendments. The use of large and more distinctive fonts, graphics, tables and indentations all assist the reader when navigating the code. Another helpful device is the careful application of footnotes referencing the section of the Code. The City of Bryan should create an ordinance with these features and work with its printer or codifier to retain these helpful devices.

Use of Tables

The liberal use of tables is encouraged throughout the document. Lists of standards should be displayed in tabular form where possible.

Use of Illustrations

Due to improvements in word-processing software, most users are capable of incorporating graphic images into documents. This trend can be extremely helpful when incorporated into regulatory documents where words alone fail to illustrate the requirements. It is recommended that graphics be used wherever appropriate to lend clarity to the Subdivision Regulations.

Flow Charts

The inclusion of flow charts is invaluable when describing the different sequences of events required for each type of submittal described within the code.

Updated Definition Sections

The definition section of all development-related ordinances should be updated to assure new terms are added, terms that are more appropriate in other ordinances are removed, and there are no conflicts among development ordinances.

Review Process and Procedures

The following changes to the development review process and procedures are recommended:

Streamlining

For development regulations to be effective, it is important that their review processes be efficient. Additionally, the community's substantive planning and development goals must be embedded in the permit review standards. Efficient development review is achieved when the framework for permitting is not redundant, the procedures and review standards result in a reasonable degree of certainty, and the review process for each permit type is streamlined to the greatest degree possible. Streamlining of review procedures is accomplished in a number of ways, including:

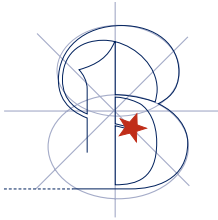
- Consolidation of permit processes;
- Reduction of review steps; and
- Increased administrative review as opposed to Commission or City Council review.

Administrative Structure

Bryan's existing development codes offer vague descriptions of the responsibilities of the various review bodies. Regulations should combine and elaborate on the purpose, responsibilities, composition, powers and duties of all review bodies in the development process. The end result is straightforward regulations that make it easy for applicants, City staff and review board members to determine the rules and procedures. The current trend is to consolidate, into one or two consecutive administrative articles, the development review responsibilities and relevant procedural rules of the review boards and City staff members.

Development Process & Review Procedures

In the 2005 Legislative Session, Chapter 245 of the Local Government Code pertaining to grandfathering was modified substantially in the favor of property owners. Not only did the definition of a permit expand under which a developer's rights would "vest" but there are also limitations on the expiration dates cities can place on permits. It is critical that the development process and review procedures pertaining to development applications and permits are clear and comply with state law. As mentioned earlier, the use of tables and flow charts will assist greatly in clarifying the overall development, platting and subdivision review procedures. The review process must also incorporate reviewing construction documents, permitting the improvements and accepting the infrastructure. The need to add provisions that expressly identify the point at which an applicant can rely upon the vesting of his development rights cannot be overemphasized.



Notification Requirements

The Comprehensive Plan Advisory Committee (CPAC) discussed the City's current public hearing procedures and the 200' notification requirement. There was consensus that citizens should have the opportunity to provide meaningful input, especially when there is a change in use. However, the CPAC disagreed on how to accomplish this task. Committee members discussed the use of public hearing signs, advertisements in *The Eagle*, and increasing the 200' notification requirement. Since this issue has significant impacts on budgeting, staffing and public involvement, the CPAC recommended that the City look into this issue further outside of the Comprehensive Plan update.

Development Regulations Improvements & Recommendations

To implement the Comprehensive Plan, the City of Bryan should amend its development regulations in the following ways:

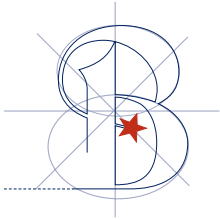
Zoning Ordinance:

- 1) Specific land uses should be defined more generally and fewer uses allowed in each zoning district. The permitted uses and conditional uses in each zoning district should be closely examined to determine if they truly belong in each district. In general, the range of land uses permitted in each zoning district is very broad and many uses do not follow the purpose or intent of the district. In addition, there are land uses listed in the ordinance that are much too specific. For example, from a zoning standpoint the operations of a "heating/air conditioning sales and service" land use is similar enough to a "plumbing sales and service" land use that they should be grouped together. The same is true for a "shoe store", "department store" and "pharmacy" in that they should all be grouped as retail sales.

In addition, a large number of uses are potentially allowed in a zoning district with approval of a Conditional Use Permit. In some zoning districts, more uses require approval of a Conditional Use Permit than are allowed by right in those districts. A more efficient approach may be to develop specific use standards for those uses that may be allowed in a specific zoning district under certain circumstances. For example, a restaurant is an appropriate use in a light commercial zoning district; however, if single-family homes are nearby, a high volume drive thru with a loud speaker may not be appropriate. Establishing these additional standards allows property owners to have a better idea of what can and cannot be built around them.

- 2) Modify the Retail, Commercial & Industrial Zoning Districts. The range of permitted and conditional uses in the 'C-2' Retail, 'C-3' Commercial, 'I' Industrial zoning districts are too broad. These districts should be modified to establish light commercial, heavy commercial, light industrial and heavy industrial zoning districts.
 - a. Light Commercial & Heavy Commercial: The 'C-2' Retail and 'C-3' Commercial zoning districts should be combined and reorganized into a Light Commercial and a Heavy Commercial. The Light Commercial zoning district should provide opportunities for development of a wide array of retail, office and service uses to meet the needs of local residents and businesses. Some automobile-related businesses and limited assembly may be allowed in light commercial zoning districts if small in scale. In contrast, heavy commercial uses tend to be larger in scale and have significant traffic, light, noise and environmental impacts. Examples of heavy commercial uses are big box retailers and large retail centers.

- b. Light Industrial & Heavy Industrial: The current 'I' Industrial zoning district is "intended primarily for the conduct of manufacturing, assembling and fabrication; and for warehousing, wholesaling and service operations which may depend upon frequent customer or client visits". New technologies have changed the way industrial businesses operate. Many industrial uses are more research and development oriented and do not have the negative impacts of historical industrial uses. Because the impacts of industrial uses are so diverse, the range of uses allowed in the 'I' Industrial zoning district should be re-evaluated and a new Light Industrial zoning district be created. Such a new district should include uses such as offices, research and development activities, non-polluting industries and light manufacturing. In contrast, a Heavy Industrial zoning district should contain uses that generally are not compatible with nearby residential uses of any density or lower intensity commercial uses. Manufacturing and industrial activities with nuisance characteristics such as noise, pollution, etc. should be contained within a Heavy Industrial zoning classification.
- 3) Modify the Multi-family Residential zoning district. This zoning district allows for a wide range of residential uses from low-density residential single-family homes, townhomes and duplexes to high-density residential uses such as apartment complexes up to 25 dwelling units per acre. It is recommended that a new multi-family zoning district be created in which the lower density uses can be separated from the higher density uses. For example, zero lot line homes, townhomes and duplexes could be allowed in one district while fourplexes and high-density apartments allowed in another.
- 4) Modify the 'C-1' Office zoning district. The range of permitted and conditional uses in the 'C-1' Office zoning district should be closely examined to ensure that the permissible uses meet the purpose statement in the ordinance, are of "low intensity" and "do not adversely impact" adjacent single family homes. There are uses in the district, such as childcare, hospital and nursing homes that could be incompatible or need additional development standards to be compatible.
- 5) Create a Medical District zoning classification. Establish a medical zoning district in and around the St. Joseph Regional Medical Center that will limit the uses in the area to those that complement the existing medical facilities. The ultimate goal is to provide modern facilities for the public and to enhance the city as a medical center. A medical district zone will allow for the orderly growth of the hospital and related uses. The district should be designed to provide for high quality medical-related development and ensure compatibility between medical and adjacent uses through proper planning and design. The new district will help preserve the general area and allow for the expansion of existing medical uses, as well as the addition of other compatible and ancillary land uses. Planning for future growth of the St. Joseph complex and its surroundings will ensure compatibility with the overall area and that Bryan remains a destination for medical treatment in central Texas.
- 6) Create a Neighborhood Commercial zoning classification. Establish a Neighborhood Commercial zoning district to provide opportunities for commercial development that serves and is supported by a relatively small surrounding area – a neighborhood. Allowable commercial uses should include a wide variety of office activities, as well as a more limited range of retail trade and services aimed toward meeting the routine needs of residents in that



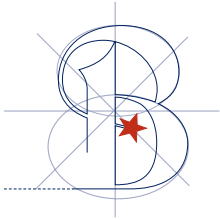
neighborhood. Commercial development should be low intensity with small floor areas and limited traffic generation and trade area. The character of commercial development should be compatible with the surrounding residential neighborhood.

- 7) Modify Section 6 of the Zoning Ordinance requiring the Planning & Zoning Commission to initiate a rezoning for annexed areas within one year. Modify this section so that it does not reference “temporary” zoning districts or require the Commission to initiate rezoning for a “permanent” district. This is a legal issue in that what happens if the Commission fails to act within that one-year period. Instead, the property owner should be required to apply for a rezoning in accordance with the plan prior to development.
- 8) Modify the alcoholic beverage requirements to comply with requirements of state law. The zoning ordinance precludes the sale of alcoholic beverages within 300’ of a public school, church or public hospital. The ordinance states that this distance shall be measured as specified in the City code. Currently, the regulations in Chapter 6 of the City of Bryan’s Code of Ordinances do not meet the state standards.
- 9) Clarify screening and fencing requirements. Examine possible alternatives to the current spacing requirements to allow logical adjacent uses to occur.

Land and Site Development Ordinance:

- 1) Update Definitions. Review all definitions to update terms, remove definitions that should be located in other ordinances and remove conflicts.
- 2) Modify Article IV, Division 1. Lot Area, Height, and Setback Requirements. Consider modifying to allow increased height requirements in the multi-family, heavy commercial and industrial districts.
- 3) Incorporate specific requirements for infill and redevelopment in existing neighborhoods and commercial areas that provide more flexibility than traditional standards. Develop contextual or performance standards to be used specifically for redevelopment and infill in an effort to encourage redevelopment and infill while still ensuring compatibility with surrounding residential areas. Items to be modified may include lot size, setbacks, density, parking requirements, building height and mass and architectural design. These revised standards should promote redevelopment, reduce the number of variances required, and streamline the redevelopment review and approval process. For example, setback requirements could be based on the existing setback of homes on the same street. This ensures that any addition or new home will blend into an existing neighborhood.
- 4) Create an Ombudsman for Redevelopment Projects. In an effort to support redevelopment, the city should have staff members available to shepherd redevelopment projects thru the development process. With a specific staff member acting as a project manager who provides specialized assistance, coordinates and troubleshoots problems, and provides weekly communication with the developer, redevelopment projects will be encouraged. It would be helpful to debrief developers after the completion of a redevelopment project to continuously improve the process and remove any identified impediments.

- 5) Modify language throughout to comply with the Thoroughfare Plan and other site development documents. There are many references to local, arterial, and minor streets as well as City Design Standards and other ordinance titles. All of these references should conform to the classifications used on the Thoroughfare Plan and the current and official document titles.
- 6) Fire Code References. References should be made to the appropriate Fire Code Sections that apply to fire lane design standards, appropriate fire hydrant spacing, fire flow requirements for the different structure types, and any limitations on dwelling units based upon access.
- 7) Review pavement standards for off-street parking requirements. The current ordinance allows for parking lot surfaces to be constructed of asphalt, concrete or a dustless penetration surface. In addition, some off-street parking spaces may be composed of gravel. In order to require paved parking lots, this section should be reviewed, modified if necessary, and refer to parking lot design standards created within the street design guidelines.
- 8) Modify the Access and Off-Street Parking Ordinance. Modify the existing ordinance to incorporate the access criteria outlined in the land use policies. For example, office/light commercial land uses should only access major collectors as well as minor and major arterial streets. In addition, this access ordinance should be incorporated into the Land and Site Development ordinance.
- 9) Include a reference to the TxDOT access management document and list TxDOT owned and maintained Bryan thoroughfares. This is especially important for out-of-town developers and engineers. This will help designers know which roadways will be subject to additional access management requirements.
- 10) Reference Thoroughfare, Hike & Bike and Sidewalk Master Plans. Require compliance with the Thoroughfare Plan as well as the newly adopted Hike & Bike and Sidewalk Master Plans.
- 11) Reference the Street Design Guidelines for Intersection Design. Make specific references to the increased design standards and right-of-way widths required at intersections.
- 12) Reference compliance with Water and Wastewater Master Plans & Design Guidelines. Require compliance with the Water and Wastewater Master Plans as well as the B/CS design guidelines which reference required design reports for water and wastewater systems as well as fire flow reporting requirements.
- 13) Incorporate specific streetscaping requirements and criteria based on an overall streetscape plan to improve community appearance in the right-of-way. Improving community appearance along roadways was ranked number two by the citizens of Bryan during the Open House. Public improvements should be concentrated within street rights-of-way where there is the highest visibility. A streetscape plan should be designed to promote the City's current identity and build upon the City's new logo and entrance signs. Continuity should be established through landscaping, street hardware, paving, sidewalks, etc. A streetscape program can be designed to work in concert with the city's development-related ordinances to give specific direction to land owners, developers and the city itself in enhancing development within and along major public corridors. The recommendation is for a citywide plan; however, most of the emphasis should be placed on specific target areas. Many citizens mentioned that beautification efforts should be concentrated in one area before moving onto the next. The City of Bryan should identify a highly visible pilot project or an area of town for an initial focus of its community appearance



efforts. Through a streetscape plan, specific areas where the City can have the largest impact should be identified and prioritized.

- 14) Establish design criteria and require bike racks with commercial development. In an effort to provide locations for service workers of many establishments, a location to safely store bicycles used for transportation and in an effort to encourage utilization of alternative modes of transportation, bike racks should be required of new commercial development and redevelopment. Bus pull-outs should be considered for large commercial areas.
- 15) Provide an alternative to constructing new sidewalks that do not connect to existing sidewalks. Consider creating a sidewalk fund to allow developers an alternative to requesting sidewalk variances when there are no sidewalks adjacent to their development. This should be a dedicated fund that cannot be used for other purposes and the funds must be utilized within the general area in which they were collected. The sidewalk fund could then be utilized to construct continuous sidewalks at some point in the future.
- 16) Increase Solid Waste Screening Regulations. Modify the solid waste screening requirements to assure that solid waste containers are not visible from a public right-of-way.
- 17) Clarify Landscaping Allowance in City Rights-of-way. Clarify the conflicts between the following two sections of the Land and Site Development Ordinance. In Article V. "Encroachments," landscaping requirements are allowed in the right-of-way. In Division 2, "Requirements," Section 20-147 the SDRC may allow credit for landscaping improvements within the right-of-way. The Code should be clarified to specify exactly what is allowed within the City's right-of-way.
- 18) Limit amount of outdoor storage and/or display and require adequate screening of storage areas. In an effort to improve community appearance, regulations should be added to limit and screen outdoor storage and display areas.
- 19) Develop guidelines for the inclusion of transit stops. Establish criteria for the inclusion of transit stops within site plans and possible incentives for private development to dedicate transit site area and construct stops. (A potential incentive is to give credit toward landscaping or parking requirements.)
- 20) Require, where feasible, that overhead power lines are buried with new development or when properties redevelop. This was identified as an important community appearance issue especially in areas that are redeveloping such as the Tejas Center and other Texas Avenue locations. Community appearance concerns were also expressed regarding the electrical transformers required in the front yards of homes. Where feasible, transformers should be located along the rear of lots or away from public rights-of-way.

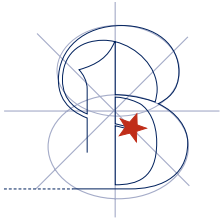
Subdivision Ordinance:

- 1) Update Definitions. Review all definitions to update terms, remove definitions that should be located in other ordinances and remove conflicts.
- 2) Reference Thoroughfare, Hike & Bike and Sidewalk Master Plans. Require compliance with the Thoroughfare Plan as well as the newly adopted Hike & Bike and Sidewalk Master Plans.
- 3) Reference the Street Design Guidelines for Intersection Design. Make specific references to the increased design standards and right-of-way widths required for intersections.

- 4) Provide an alternative to constructing new sidewalks that do not connect to existing sidewalks. Consider creating a sidewalk fund to allow developers an alternative to requesting sidewalk variances when there are no sidewalks adjacent to their development. This should be a dedicated fund that cannot be used for other purposes and the funds must be utilized within the general area in which they were collected. The sidewalk fund could then be utilized to construct continuous sidewalks at some point in the future.
- 5) Incorporate streetscape standards for new subdivision development. (See the streetscape plan recommendations above under “Zoning Ordinance”.) In many new subdivisions, single-family homes back up to collectors and arterials creating an unattractive view from a highly visible roadway. Standards should be incorporated that address fencing, landscaping, signage, and lighting for new neighborhoods.
- 6) Empower the City to require oversize participation. Oversize participation is briefly mentioned within the current regulations. A section should be added to set out the provisions of oversize participation, when required, and the criteria established to determine reimbursement. The regulations should clearly state that the developer is required to oversize infrastructure if the City is willing to pay for the cost difference. Provisions should be made to require oversize participation in accordance with the local government code, to provide for cost participation for wider rights-of-way and to stipulate limitations on cost participation.
- 7) Empower the City to require parkland dedication rather than a fee in lieu of dedication. Under the current ordinance, the developer has the option to pay a fee in lieu of a land dedication when developing a residential area. The ordinance should be changed to allow the City the ability to require a land dedication in those instances where land is necessary and preferable.
- 8) Accommodate emergency route costs in oversize participation. In certain circumstances, costs associated with drainage improvements that should be designed to greater than the 25-year storm event should be eligible for oversize participation. (See emergency route recommendations below under “Drainage Ordinance”.)
- 9) Modify the minimum lot standards to require adequate access. All platted lots should have access to a public street. Currently, lots are not required to have direct access to a public or private street. If private streets are allowed, the City should consider requiring that all private streets meet public street design and construction criteria.
- 10) Increase Extra-territorial Jurisdiction (ETJ) lot sizes. Increase all ETJ rural lots from the current 1-acre minimum. An increase in lot size will discourage the level of sprawl occurring in Bryan’s ETJ.

Street Design Guidelines:

- 1) Provide design criteria for “super arterial” street classification. Establish design criteria and definitions for the new super arterial roadway classification as depicted on the Thoroughfare Plan. In addition to the super arterial, information must be added regarding the design criteria for the special overlay district located on University Drive near F.M. 158. This special overlay was created to allow for additional queuing length and turning maneuvers for this portion of a super arterial roadway because it will function as a major connection between two significant transportation routes.
- 2) Review and modify the current intersection design standards to incorporate exclusive right turn lanes. The section related to



intersection design should be clarified, and specific intersection design for all roadway type intersections clearly defined and rights-of-way increased commensurately. At a minimum, the City should require the right-of-way for exclusive right turn lanes at intersections.

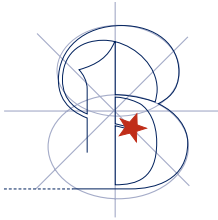
- 3) Modify the design location of sidewalks on 40+ mph roadways. Sidewalks along higher speed roadways should be moved away from the paved section and not be located at the back of curb.
- 4) Modify the sidewalk width on major and super arterials to accommodate both pedestrians and cyclist. Citizens requested that bicycle traffic be accommodated on major and super arterials. However, due to the size and speed of traffic on these facilities they requested that rather than provide these facilities on-street the required sidewalk width be increased to accommodate both pedestrian and bicycle traffic.
- 5) Modify the sidewalk design criteria to coordinate with the sidewalk detail sheets. It appears that the sidewalk width and placement in the B/CS Unified Design Guidelines conflicts with the common sidewalk detail sheets. This should be reviewed and corrected if necessary.
- 6) Incorporate requirements for streetscaping elements and criteria into publicly constructed streets and sidewalks. Streetscaping elements should be consistent throughout the City regardless of who develops the infrastructure. Where reasonable, the City of Bryan should install the same street signs, fencing, landscaping, utility poles as part of a capital improvement project that are being installed with new development.
- 7) Develop design guidelines to be incorporated in the site review ordinance for public transit stops. Establish design guidelines for transportation stops within the street design guidelines.
- 8) Assure that the current hike and/or bike lane widths are sufficient to accommodate adult tricycles. More adults are utilizing user-friendly adult tricycles with large carrying baskets for short trips to grocery stores and other small retail locations. It is important that any bicycle facility can safely accommodate the extra width of this mode of transportation.
- 9) Incorporate design guidelines for hike/bike trails. Add additional language in the design guidelines to assure that trail width, pavement design and easement/right-of-way dedication areas are sufficiently defined for trail needs.
- 10) Assure new roadways are striped and signed for bicycle facilities
 - The current regulations allow for a developer to include at his discretion, bicycle facilities on certain roadways. In order to promote alternative modes of transportation, all new roadways classified as a major collector and greater should be required to be striped and/or signed for bicycle facilities.
- 11) Develop private parking lot construction standards. Design specifications and construction standards should be established for private parking lot improvements. Currently asphalt or concrete is required; however, there are no minimum standards defined for pavement thickness and steel placement.

Water/Wastewater Design Guidelines & Connection Ordinance:

No suggested changes.

Drainage Ordinance:

- 1) Evaluate emergency route streets to determine where bridge/culvert requirements over creeks should be increased. The current Drainage Ordinance requires specific design criteria for culverts and bridges on major thoroughfares. The City should work with the emergency responders to determine major routes throughout the City that should be operable in the 100-year storm event. Because of the number of creeks throughout the City of Bryan, several major roadways may become impassable in 25-year and greater storm events. Language should be added to the Drainage Ordinance to assure designated emergency routes are passable during the 100-year storm.
- 2) Reduce the loss of floodplains to minimize flood damage and erosion effects on development. Although there has been much discussion in the past about zero rise policies, these policies can actually produce results that were not intended. With a zero rise policy the objective is to design a project to produce no rise in the 100-year flood elevations. To do this, developers will fill in one area of the floodplain (thus destroying all vegetation in that area) and then, to mitigate, remove a comparable amount of dirt from the channel overbanks or other area of the floodplain (thus destroying vegetation in that area as well). A better alternative would be to allow floodplain development as long as the floodway and a channel migration area is preserved and protected and a scientifically valid analysis demonstrates there is no adverse impact from the project on surrounding property. This could be accomplished with the requirement that all floodways and a new requirement for a “buffer” area (described as the area of the creek which is prone to channel erosion) be dedicated to the City. This buffer area is the area prone to erosion or channel migration and is defined as the area created by drawing an imaginary line from the flowline of the creek to a point where a 4:1 slope from the flowline intersects natural ground or 15 feet beyond the top of bank whichever is greater. This buffer area may or may not overlap floodway boundaries. In no case would the buffer extend beyond the 100-year floodplain line. The City may also want to restrict development beyond the floodway and buffer area as well. This could be accomplished by limiting development of the remainder of the floodplain to 50%.
- 3) Provide opportunities for Regional Detention Facilities. Incorporate design guidelines for the provision of regional detention facilities. The opportunity for these facilities to be constructed and maintained privately or publicly should be allowed.
- 4) Incorporate regulations on Stormwater Quality. Whether stormwater quality regulations are found in the Drainage Ordinance or in some other location, regulations associated with the upcoming Nation Pollution Discharge Elimination Program (NPDES) should be prepared and readied for adoption. Upon promulgation of these rules by the Texas Commission on Environmental Quality (TCEQ), which is projected to occur next year, these regulations should be adopted.
- 5) Secondary Drainage Problem Corrections. Assure that within the Drainage Ordinance there is the provision for the following as relates to secondary drainage:
 - a. A pathway for the 100-year storm event is shown and designed for with every development.
 - b. Drainage design in cul-de-sacs, at 90-degree turns in roadways and T-intersections is such that stormwater is required to be collected prior to its reaching the cul-de-sac, the 90-degree turn or the T-intersection.



- c. Adopt a required grading plan similar to FHA grading to assure positive drainage away from the structure.
- 6) Encourage combined facilities. Where possible, when detention is being used within a development, look for opportunities to design the pond as a joint-use facility; i.e. parks, soccer fields, passive recreational areas. Assure hike & bike and linear connections for trails are not impeded by detention or other stormwater facilities.
- 7) Increase minimum standards. Consider increasing standards above the minimum floodplain regulations that the FEMA requires to protect the citizens to include “No Adverse Impact” Provisions.

Signs:

Review the current sign ordinance with respect to community appearance. The proliferation of signs can add clutter along highly visible public rights-of-way. City of Bryan staff is currently working on updating the sign regulations that were adopted in 2003. It is recommended that as part of this update that staff consider the community appearance implications.

Other Ordinances:

- 1) Research the possibility of establishing a “quiet zone” for the Downtown area to help mitigate the noise pollution coming from the trains that pass through day and night. This is important to continue to encourage development and redevelopment in the Downtown area.
- 2) Research current historic preservation requirements to ensure that they adequately protect historic resources. In addition, clearly define the purpose and role of the City’s Historic Landmark Commission.
- 3) Prepare a water and sewer extension policy. Prepare and adopt an official policy regarding the extension of water and sewer utilities to be incorporated into Chapter 122, Utilities.
- 4) Adopt airport hazard area zoning regulations to protect Coulter Field airport. The City of Bryan should consider adopting airport hazard area zoning regulations in accordance with Chapter 241.011 of the Texas Local Government Code to preclude high-rise structures and noise sensitive land uses near Coulter Field airport. State law provides cities the opportunity to protect the areas around airports by regulating land uses permitted, types of structures, and the height of structures around the airport. The current regulations in Chapter 3 of the City’s Code of Ordinances address the operation of the airport itself, and not the area around the airport.
- 5) Adopt a building maintenance code. The adoption of a maintenance code will assist in proactive code enforcement efforts.

12.3 City-initiated Rezonings

The development of the Land Use portion of this plan (Chapter 5) prompted a careful review of current zoning. The purpose of this review was to reveal areas where either existing or proposed land uses were in conflict with the current zoning map, and to align the map with the identified goals and objectives. The following is a list of suggested City-initiated rezonings:

- Prime Large Scale Retail Locations:
 - Properties located along the eastern frontage of Earl Rudder Freeway, especially in proximity to Briarcrest Drive, Boonville Road and Old Reliance Road;

- Properties located at the future corners of Beck Street where it is being extended to Harvey Mitchell Parkway.
- Properties located on the northwest and southwest corners of Leonard Road and the Harvey Mitchell Parkway.
- Existing & Future Industrial Land Uses:
 - Coulter Field (currently zoned A-O)
 - The Highway 21 corridor in proximity to the airport and the eastern approach to Bryan;
 - Redevelopment Opportunities:
 - Reexamine the current zoning classifications along Texas Avenue to encourage redevelopment.
 - Reexamine the current zoning classifications along Villa Maria Road and Briarcrest Drive in order to facilitate the land use plan adopted within the Central Business Corridor (CBC) Study.
 - Reexamine the current zoning classifications along William Joel Bryan to encourage redevelopment.
- Areas around future school sites:
 - Identify areas within close proximity to future school sites and protect them with appropriate zoning.
 - Medical Zoning District:
 - Once established, this zoning classification should be applied to St. Joseph Regional Medical Center and surrounding areas.

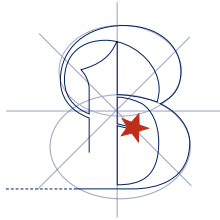
12.4 Capital Improvement Program (CIP)

An additional method for implementing a Comprehensive Plan is for the City to initiate the construction of infrastructure to accommodate or guide growth and development. This is typically accomplished through an annual capital improvement program that identifies streets, water, sewer, drainage, parks, electric and other public infrastructure and facilities to be constructed. This list is prioritized and improvements are incorporated into the City's annual budget.

12.5 Economic Development

Economic Development is another important tool that can be used to implement Bryan's Comprehensive Plan. During the focus groups, town meetings and other public involvement opportunities, economic development was a topic of discussion. Community leaders and citizens seemed to agree that there are many development and redevelopment issues facing Bryan. However, the community seemed divided on the overall approach towards economic development especially with respect to the use of incentives such as TIRZ. There was however consensus on the following areas of Bryan's economic future,

- Redevelopment – The City of Bryan should establish an aggressive economic development approach toward areas targeted for redevelopment. Many citizens used the Tejas Center at Texas Avenue and Villa Maria Road as a good example of providing incentives for redeveloping within the core of Bryan.
- Industrial – The City of Bryan should develop a strategic plan to take advantage of current industrial assets, namely the existing business park. Current assets should be inventoried and marketed aggressively. For example, industries in need of rail facilities should be encouraged to locate in the industrial park. Economic efforts should be focused on adding to the property tax base. Diversifying the tax base should be considered when offering incentives for new business development.
- New Large Scale Retail Development – The City of Bryan should develop a strategic approach towards prime retail development especially along freeways and major arterials. Prime retail areas should be identified and the City should begin working directly with the property owner to ensure the land is not chopped



up into smaller parcels. Incentives could be provided such as zoning, necessary infrastructure or drainage studies to encourage retail development.

12.6 Communication and Accountability

During the public involvement portion of the Plan update, several Bryan citizens expressed concern that once Comprehensive Plans are adopted, they never hear about their implementation. The citizen involvement in formulating and adopting the plan was critical to developing a widely supported policy document for the City of Bryan. The citizens were involved in the process and expressed a desire to remain involved. Therefore, the citizens should also play a similar role in implementing the Plan. As such, the City should take the necessary steps to keep the citizens involved and informed regarding implementation of the Plan. This will be critical to maintaining continued support of the Plan. In order to maintain the momentum initiated with the public involvement, the City Council should receive updates twice a year on the efforts made toward Plan implementation. This information should also be widely distributed to the public through the City's website, the "Get Connected" list serve as well as other available means.

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
KEEP THE COMPREHENSIVE PLAN CURRENT Reassess the City's water and wastewater system master plans every 5 years and re-establish a 5 year CIP program. Update the City's Water Master Plan every 5 years. Reevaluate the zoning map annually. Update the thoroughfare plan annually. Develop and adopt an annexation plan. Create a hike & bike and sidewalk master plan as a subset to the T-fare plan. Seek public input bi-annually to monitor changing customer park needs for recreational facilities.	Engineering Engineering Planning Planning Planning Planning/Parks Parks	II/C II/A LI/A TI/A L5/A TI/A PI/E, PI/F, P2/A	ESSENTIAL	8
KEEP DEVELOPMENT CODES CURRENT Update the Unified Design Guidelines annually and explore more flexible design standards for innovative subdivision design. Review the access management policy annually to assure safe & efficient traffic movement. Reevaluate current development codes on an annual basis to identify inconsistencies and unreasonable impediments to development. Update the parkland dedication ordinance every three years. With each update, review service level target using the most recent census data and incorporate updated land and park development costs. Evaluate user fees for park facilities annually. Incorporate the cost of accessibility needs into the parkland development fee.	Engineering/Planning Planning/Engineering Planning Parks/Planning Parks Parks	II/F, I3/C TI/A L2/A PI/A, PI/D PI/D P5/C	ESSENTIAL	I
AMEND DEVELOPMENT CODES TO IMPLEMENT THE PLAN Amend all development-related codes and ordinances per the code review section of the Implementation Guide. Add a "Super Arterial" classification to the T-fare Plan and provide design criteria in the design guidelines. Review and recommend intersection design standards (exclusive right turn lanes). Review site design guidelines for pedestrian improvements (bus stops, ROW improvements, etc.) Update the development codes to include revised site development standards, including architectural requirements, additional landscaping and outdoor storage limitations. Develop a sidewalk fund or some alternative to requesting variances or constructing small segments of sidewalk (i.e. similar to parkland dedication).	Planning/Engineering Planning Engineering Engineering/Planning Planning Planning/Engineering	L2/A TI/A TI/A TI/C CI/A, CI/C TI/C	ESSENTIAL	4

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
Seek the dispersal and integration of low-income housing through infill and small subdivision development. Provide support for mixed-income federal tax credit projects with fair market rental value.	Community Dev'l.	L4/A		
MAINTAIN CORE SERVICES			ESSENTIAL	
Develop a traffic signal master plan to create an inventory of existing signals, increase their efficiency and recommend improvements to timing and coordination.	Engineering/Transp.	T1/A		
Develop a signal priority list each year to be budgeted for implementation.	Engineering/Transp.	T1/A		
Monitor and actively participate in the legislative discussions regarding water supply allocations to the City of Bryan and surrounding areas to assure adequate water supply for future growth.	Water	II/A		
Monitor the water quality per TCEQ guidelines and maintain the "superior" rating status from TCEQ.	Water	II/A		
Establish and maintain a proactive maintenance program for the water system.	Water	II/B		
Prioritize and create an annual program to install additional fire hydrants throughout the City to ensure adequate fire protection.	Water/Fire	II/D		
Continue to be involved in such public education and outreach programs as Earth Day and educate the public on water conservation.	Water	II/E		
Monitor sanitation route coverage and assure the provision of quality solid waste collection.	Solid Waste	I2/A		
Monitor all existing wastewater treatment plants and provide treatment capacity upgrades as needed.	Water	I3/A		
Prioritize I&I repairs to ensure that wastewater collection systems are effectively used.	Water	I3/A		
Create an on-going maintenance and line cleaning program for existing wastewater collection facilities.	Water	I3/A		
Establish a pavement management system program and prioritize annual improvements. As priorities are established, ensure equitable distribution throughout the City.	Engineering/Transp.	T1/G		
Encourage the continuance of the street & drainage utility fee to maintain funding for a multi-year street & drainage improvement program.	Engineering	T2/A		
Develop and fund a comprehensive capital improvements program from the recommended improvements from the 2003 Storm Sewer Master Plan as well as each Watershed Master Plan.	Engineering	I4/A		
Evaluate emergency route streets where bridge/culvert requirements over creeks should be increased to assure passage during storm events as evacuation routes or emergency services routes.	Fire/Police/Planning & Engineering	I4/A		

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
Evaluate the development process on an annual basis through interviews and surveys with developers.	Community Services & Engineering	L2/A		
Monitor growth in order to maintain an appropriate level of police officers and support staff.	Planning/Police	MS1/A		
Provide the Police Department staff with state-of-the art equipment.	Police	MS1/B		
Monitor growth in order to maintain an appropriate level of fire and emergency medical staff.	Planning/Fire	MS2/A		
Construct Fire Station #5.	Fire/Parks/Facilities	MS2/A		
Monitor growth and relocate stations 2, 3 and 4 when warranted.	Fire/Parks/Facilities	MS2/A		
Poll library patrons annually to monitor changing use patterns and needs.	Library	MS3/A		
Study options for the expansion of the Bryan Library building.	Library	MS3/A		
Monitor library usage in order to maintain adequate staffing levels.	Library	MS3/A		
Expand additional solid waste collection routes when required.	Solid Waste	MS4/A		
Continue to provide street sweeper services on main corridors.	Solid Waste	MS4/A		
Continue to provide brush and bulky trash collection.	Solid Waste	MS4/A		
Continue to cooperate with other cities and Brazos County through BVSWMMA.	Solid Waste	MS4/B		
Investigate new methods of managing and maintaining landfills.	BVSWMMA	MS4/B		
Plan for the end use of the current landfill as a park or open space area.	BVSWMMA	MS4/B		
Continue to provide opportunities for the reuse of "green waste" and compost.	Solid Waste	MS4/C		
Continue educational programs that show the benefits of recycling.	Solid Waste	MS4/C		
Review space needs for city staff and city programs on a biannual basis to ensure adequate space needs.	Facilities	MS5/A		
Monitor the use of City-owned buildings in order to provide appropriate maintenance and an attractive presence for residents and visitors.	Facilities	MS5/A		
Develop and fund a prioritized capital improvement project list for City Parks.	Parks	PI/B		
Develop criteria to evaluate unique park acquisition & development opportunities.	Parks	PI/C		
Pursue a recommendation from the Parks Board as to whether to develop smaller scale parks.	Parks	PI/D		
Develop a marketing program for parks and recreation to improve public awareness of programs and facilities, using all forms of available media and coordination with other departments and organizations.	Parks	P2/A		
Continue development of specific plans for individual park improvements as per the 2002 Parks Master Plan.	Parks	P5/B		

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
Update the park facility inventory annually and monitor parkland to avoid acreage shortfall.	Parks	PI/A, P5/B		
Replace any unsafe structures that still exist in City parks.	Parks	P5/C		
Review park maintenance standards and develop recommendations for the Parks Board to consider to achieve reduced maintenance costs.	Parks	P5/D		
Conduct an annual joint meeting of the BISD Board and the Bryan Parks Board to investigate cooperative ventures.	Parks	P6/A		
Identify ways for citizens to participate in parks planning, development, maintenance and operations as appropriate and make this information available to the public.	Parks	PI/E		
DOWNTOWN BRYAN			I	T-II
Investigate and establish a quiet zone for railroad traffic in the downtown area.	Planning	TI/E		
Continue the redevelopment emphasis on Downtown Bryan with expanded plans and targeted assistance in accordance with the Downtown Master Plan.	Planning	CI/B		
Continue to facilitate the redevelopment of Downtown Bryan with funding and implementation of award programs, support of merchant's association and other incentive programs. (Explore reinstating the façade improvement program.)	Planning	L3/B		
NEW PROGRAM - IMPROVE COMMUNITY APPEARANCE IN PUBLIC RIGHTS-OF-WAY			2	10
Develop a Streetscape Plan with design guidelines and standards and incorporate them into both private and public development projects.	Planning/Engineering	CI/A, TI/A		
Continue and expand the current city limit entry marker program. Incorporate appropriate landscaping to demarcate the City and help establish a distinct identity and sense of place.	Parks	CI/A		
For existing electrical lines, where feasible as a part of redevelopment and capital improvement projects, electric lines should be placed underground. When not feasible, see if an alternative route is available away from aesthetic corridors as per a future Streetscape Plan. For future electrical lines, place underground or find routes that are not along the aesthetic corridors as per a future Streetscape Plan.	BTU	I5/A, CI/A		
Develop a corridor plan College Main.	Planning	CI/A		
Develop a corridor plan for Wellborn Road.	Planning	CI/A		
REDEVELOPMENT OF EXISTING NEIGHBORHOODS			3	13
Revisit all current codes with the goal of removing unreasonable impediments to reinvestment in older neighborhoods.	Planning	CI/B		
Establish a Neighborhood Task Force to				

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
research successful strategies and neighborhood programs and formulate options to assist with the rehabilitation of the current housing stock.	Neighborhood Srvs. & Planning	L3/A		
Formulate broad and area-focused redevelopment initiatives.	Planning	L3/B		
Investigate and provide incentives for those willing to invest in and preserve historic homes and commercial structures.	Economic Deve'l.	CI/B		
Develop specific requirements for contextual infill and redevelopment in existing neighborhoods.	Planning	L2/A		
Prioritize infrastructure improvements in critical redevelopment areas to ensure that the water supply systems and wastewater collection systems in these areas are sufficient.	Engineering/CD & Water	II/B, I3/A		
Continue to fund the Neighborhood Grant Program.	Neighborhood Srvs.	L3/B		
PREPARE FOR NEW DEVELOPMENT (NEXT 1 TO 3 YEARS)			4	
Protect the area around identified future school sites with appropriate zoning.	Planning	LI/A		
Develop an area plan for the Medical District in and around the St. Joseph Regional Medical Center.	Planning	L2/B		
Develop a corridor plan for Texas Avenue.	Planning	CI/A, L2/B		
Develop a corridor plan for MLK/Old Reliance.	Planning	CI/A, L2/B		
Promote planning for major transportation improvements at MLK/Old Reliance.	Planning	L2/B		
Investigate successful programs and develop a plan for affordable housing.	Community Dev'l.	L4/A		
Identify areas that may be appropriate for large-scale multi-family developments and preserve them with appropriate zoning.	Planning	LI/A		
Prioritize infrastructure improvements in critical new commercial/industrial areas to ensure that the infrastructure in these areas is sufficient.	Planning/Engineering & Water	II/B, I3/A		
NEW PROGRAM - PROACTIVE CODE ENFORCEMENT			5	2
Conduct a visual property survey and building maintenance survey in order to establish improvement priorities.	Building/Code Enforcement	CI/C		
Adopt a limited building maintenance code following the completion of the building maintenance survey.	Building	CI/C		
Establish a proactive code enforcement program to implement current and revised regulations.	Code Enforcement	CI/C		
Identify and resolve known code enforcement issues such as blighted areas, unsafe structures, and areas contributing to crime.	Planning/Code Enforcement & Police	CI/C		
Work with owners to bring manufactured housing parks up to adopted standards.	Planning/Code Enforcement & Police	CI/C		

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
REDEVELOPMENT OF EXISTING COMMERCIAL AREAS Evaluate all current codes with the goal of removing unreasonable impediments to reinvestment in older commercial areas. Formulate broad and area-focused redevelopment initiatives. Simplify the current formal street and alley closure policy. Develop a program to promote and assist with the adaptive reuse of existing commercial structures and infill development of vacant commercial property. Prioritize the CIP to consider improvements in critical redevelopment areas to ensure that the water and wastewater collection systems in these areas are sufficient. Develop specific requirements for contextual infill and redevelopment in existing commercial areas.	Planning Planning Planning Planning Water/Engineering Planning	CI/B L3/B T1/A CI/A I3/A, II/B L2/A	6	3
TEXAS AVENUE REHABILITATION Identify and create a pilot program for a portion of Texas Avenue to implement access management and address community appearance issues such as signage, landscaping, etc. (Partner with TxDOT to develop a pilot project.) Explore expanding the Texas Avenue pilot program with assistance from TxDOT.	Planning Planning	T1/A, CI/A T1/A	7	6
PEDESTRIAN WAYS Construct and fund sidewalks throughout the City at prioritized locations based on school routes, elderly/disabled needs, transit routes and other locations per the master plan. Construct hike and bike trails as per the Trails Master Plan.	Planning/Engineering Parks	T1/C P4/A	8	7
PREPARE FOR NEW DEVELOPMENT (NEXT 3 TO 10 YEARS) Identify areas for future commercial development and preserve them with appropriate zoning. Identify areas for future industrial development and preserve them with appropriate zoning. Prioritize infrastructure improvements in critical new commercial/industrial areas to ensure that the infrastructure in these areas are sufficient. Develop a corridor plan for San Jacinto Street (Highway 21). Identify areas for likely future high-density residential development and apply appropriate zoning.	Planning Planning Planning/Engineering Planning Planning	LI/A LI/A II/B, I3/A CI/A, L2/B L4/3	9	5

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
RE-ESTABLISH PARKS & RECREATION DEPARTMENT Continue the reorganization of staff and reallocation of funding to reinstate a fully functioning Parks & Recreation Department.	Parks	PI/A, P5/A	10	T-16
CREATIVE FINANCING METHODS Explore new and innovative methods for acquiring and financing infrastructure. Identify revenue source to fund pedestrian improvements. Investigate and implement new sources of revenue for parks and recreation projects including matching grants for specific projects, capital improvement funding, and other public and private sources. In addition, the Parks Department should have the resources to respond to park acquisition and development opportunities as they arise. Investigate and implement new revenue sources for acquisition and preservation of greenways and open space.	City-Wide Planning Parks Parks	I3/D TI/C PI/C, PI/D P3/B	11	T-18
COUNTY-WIDE THOROUGHFARE PLANNING Partner with the County to seek state legislation changes to allow counties to adopt a t-fare plan and acquire rights-of-way with development in the County.	Planning	TI/A	12	T-16
REGIONAL DETENTION Provide opportunities for and promote regional detention facilities. Incorporate design guidelines for the provision of regional detention facilities. Explore reimbursement methods to help pay for regional detention facilities.	Engineering Engineering Engineering	I4/B I4/B I4/B	13	9
NEW PROGRAM - SOUTH COLLEGE PLAN IMPLEMENTATION Implement the improvements outlined in the South College Avenue Corridor Study.	City Council	CI/A	14	T-11
HISTORIC PRESERVATION Expand the current historic designation programs to include additional areas and individual structures.	Planning	CI/B	15	T-18
PRIVATE WASTEWATER IMPROVEMENTS Explore the ability to educate and assist where feasible, those with private sewer line I&I problems that are contributing to problems within the public system.	Water	I3/A	16	T-14
NEW PROGRAM - GREENWAYS Combine public facilities when possible to maximize the use of the land. For example, combine storm water facilities with parks and/or greenways as long as all needs are met.	Parks	I4/B		Received No Score

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
Establish an internal Task Force representing Parks, Planning, Engineering and Public Works to develop criteria to identify key open space areas and natural areas worthy of preservation throughout the City and the ETJ.	Parks/Planning & Engineering	P3/A		
Develop an inventory of open space and natural areas.	Parks	P3/A		
Develop a prioritized list of key spaces based on the above inventory and criteria.	Parks	P3/A		
Amend existing development regulations to incorporate open space and greenway dedication requirements.	Parks/Planning	P3/B		
Initiate planning for "Brazos River Greenbelt" land acquisition. (Scheduled for years 2012-2020 per the Parks element.)	Parks/Planning	P4/B		
Develop a linear park along Carter Creek. (Scheduled for years 2012-2020 per the Parks element)	Parks	P4/A		
Consider purchasing floodways and floodplains in order to assure proper drainage in a pleasing and accessible environment.	Engineering	I4/A		
Provide development incentives to assure the control and management of floodplains. Allow the dedication of some floodplain toward parkland dedication.	Engineering	I4/A		
NEW PROGRAM - PUBLIC TRANSIT				Received No Score
Establish a public transportation system team with the goal of coordinating a local public transportation system in a comprehensive manner.	Planning	T1/B		
Establish with Brazos Transit and TAMU Transportation Services bus system a transit stop policy and plan to include coordinated stops.	Planning & Transportation	T1/A, T1/C		
Explore a joint ticketing/permit system with Blinn, A&M and The District.	Planning & Transportation	T1/C		
NEW PROGRAM-TRAFFIC MANAGEMENT NEW DEVELOPMENT				Received No Score
Create in-house expertise to create and maintain a current traffic model in order to analyze development impacts.	Planning & Transportation	T1/A		
NEW PROGRAM-NEIGHBORHOOD TRAFFIC MANAGEMENT				Received No Score
Implement a neighborhood traffic management policy where citizens can express concerns to the City and a standard policy to retrofit traffic mgmt. problems (parking, speed, volume, etc.) can be assessed and implemented.	Planning	T1/F		
NEW PROGRAM - TRAFFIC MANAGEMENT SIGNAGE				Received No Score
Develop and implement a way finding system for the City of Bryan.	Planning & Transportation	T2/A		
Adopt a plan of work to implement projects identified by the Way finding Committee. Incorporate specific projects into the Capital Improvement Program.	Planning & Transportation	CI/B		

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
NEW PROGRAM - STATE HIGHWAY 6 RAMP Approach TxDOT regarding State Highway 6 ramp relocation for Briarcrest and other possible locations where traffic is stacking on State Highway 6 main lanes.	Planning	TI/A		Received No Score
NEW PROGRAM - WASTEWATER Budget for and construct wastewater line improvements per the wastewater master plan.	Water	I3/A		Received No Score
NEW PROGRAM - WASTEWATER TREATMENT Explore with the City of College Station, the possibility of a BVSWMMA-like entity to own and maintain wastewater treatment facilities.	Water	I3/A, I3/B		Received No Score
NEW PROGRAM - WATER Investigate reverse osmosis and other treatment methods to reduce salt content and incorporate this data and potential costs of this program in the annual drinking water report.	Water	II/A		Received No Score
NEW PROGRAM - RECYCLING Explore the cost effectiveness of various recycling programs such as curbside recycling, school-based recycling centers and assistance for elderly/disabled citizens. Cost information for providing these services should be represented to the public. Expand current incentives for those who participate in the current recycling program. Continually explore additional markets for recycled materials.	Solid Waste Solid Waste Solid Waste	I2/B MS4/C I2/B		Received No Score
NEW PROGRAM - PROVISION OF NEW SERVICES - OUTSIDE THE CITY LIMITS Coordinate with all CCN holders within the city limits & ETJ to ensure they can meet the demands of the updated comprehensive plan. Actively pursue CCN rights for the remainder of the current city limits.	Public Works Public Works	II/D II/D		Received No Score
PARKS - DEVELOP NEW PARKS BASED ON DISTRICT NEEDS & PARKS MASTER PLAN Acquire a neighborhood park in District 1. (2007-2012) Acquire a neighborhood park in District 2. (2007-2012) Acquire and develop a community park on east side. (2007-2012) Add a community park in District 3 or 4. (2007-2012) Acquire and develop a community park on the west side. (2012-2020) Develop a joint use agreement for Davila Middle School. (2007-2012)	Parks Parks Parks Parks Parks Parks	PI/B PI/B PI/B PI/B PI/B P6/A		Received No Score

ACTION STATEMENTS	RESPONSIBILITY	GOAL/OBJ.	COMMUNITY RANK	CPAC RANK
PARKS - DOWNTOWN CIVIC PARK				Received No Score
Develop a downtown civic park. (2007-2012)	Parks	PI/B		
PARKS - NEW COMMUNITY CENTER				Received No Score
Acquire land and begin design of a community center for meeting space, indoor recreation and senior activities. (2007-2012)	Parks	P2/B		
Construct a new community center. (2012-2020)	Parks	P2/B		
PARKS - IMPROVE EXISTING FACILITIES				Received No Score
Continue development of specific plans for individual parks improvements as per the 2002 Parks Master Plan.	Parks	P5/B		
Continue implementation of facility improvements from the 2002 Parks Master Plan.	Parks	PI/A		
PARKS - NEW NATATORIUM				Received No Score
Develop a joint use agreement with BISD for a natatorium at Rudder High. (2007-2012)	Parks	P6/A		